

HOME READING.

The Bells of Lynn.

crossing gray, and the tide is rolling
across the bay to the bonny town of

And the fisher folks are near,
But I was never hear
sing the far bell made for me, the bonny
old town of Lynn.

Now we're charting gay, and I hear their merry
song, and look across the bay to the bonny
town of Lynn.

He told me to wait hear
Upon the old brown pier,
And watch him coming when the tide was
pulling in.

See him pulling strong, pulling o'er the bay
in his boat,
Liber his jovial song, and his merry face I
see.

And now he's at the pier,
My bonny love and dear!

he's coming up the sea-washed steps with
hands outstretched to me.

My cheek is cold, and your hands are
warm and thin; I see you're not the bells of old, the bonny bells
of Lynn?

Oh, have you nought to say
Upon our wedding day?

Dear you not the wedding bells across the
bay of Lynn?

My lover, speak to me! and hold me fast, mine
dear!

I hear this rising sea, and these winds and
waves that moan! *

But never a word he said!

He is dead, my love is dead!

Alas! alack! Did but dream and I am all alone,

A lone, and old, and gray; and the tide is rolling in
To my heart's away, away, away, in the old grave
of Lynn!

—Temple Bar.

For The Citizen.

Sea Yarns.—No. 13.

BY UNOHOH.

A strong wind yesterday but not steady.
A dull, cloudy, overcast sky with varying
barometer. Towards evening frequent rain
and hail squalls came; gales of wind that
would send us along at the rate of 15 knots
for five minutes or so, and a stiff 10 knot
breeze until the next squall. At midnight
the wind had veered dead astern and the main-
sail was furled. Just as the men com-
menced hauling in the sheet, two tremen-
dous seas struck the vessel on the port
side, one just forward and the other aft of
the main rigging, and combining, glanced up
within a few feet of the mainmast head;
then dropped on the house. I was sound
asleep and woke bewildered, unable to judge
what had happened. The noise was ter-
rible and the vessel trembled as though she
had struck a rock, then rolled twice, with a
quick violent motion, that sent everything
spinning and threw me out of my bunk.

A strong, squally, southwest wind all
day. In the afternoon the sea commenced
"making up," and a heavy gale passed to
the southward of us. During the night and
dog watches, squal after squal passed over
us, some with rain, some with hail, and
others with snow. Towards sundown the
wind shifted to the quarter, and the main-
sail reefed, was hoisted, and helped to steady
the brig, but occasionally she would give
some spiteful rolls that made locomotion
dangerous. Towards morning the barome-
ter began to fall again (we are on our way
to the equator, remember), and the squares
came single and were very strong. One
came at 2 A. M., which was the ugliest and
strongest yet felt since leaving New York.

The fore and aft light sails were taken in
too, but when the squal struck, it did
so for a few minutes, as though some of
the sails must go. At daylight one of the
fore and back stays (that are made of 6-
stranded wire rope) was found to be in a
bad condition, three of the strands having
parted, and was taken down to be repaired.
This stay has been in bad condition for
three years. It seems a marvel to me that
experts will run such risks.

We are lugging sail heavily. Even Mr.
Allen, who is naturally a dare devil, tried to
get the captain to take off the mainsail last
night, by pretending "not to like the look
things on the lee quarter, sir." The cap-
tain went on deck but could find nothing in
the appearance of the sky that looked at all
frightening. He afterwards told me that he
intended to put up an additional back stay
to the main topmast, so that he could lug
the topgallant staysail in heavy blows. Now
it has to be hauled down, as it runs on a
stay fastened near the top of the topmast,
and might carry the mast away. Before
this there were three back stays to the
mainmast, the usual one at the mast head,
at the top mast where the middle stay
was stay, and one at the top of the
top mast where the strain of the topgallant
staysail came. All these preventer stays
are down on the starboard quarter and
made fast to the rail on the quarter
deck, aft, near the bits. The vessel looks
old with all these back stays, and
make an English captain, stare with
disgust at the manner in which "the
new Yankee lugs sail."

The next morning the captain rigged up
two extra sails—both fore and aft sails—
one bent between the main staysail and
the staysay (a sort of spring staysail); the
other as a job topsail on the royal stay. The
latter has not done her "level best" for want
of royal; but because if a royal was set,
the topgallant would "go full." As it is,
the topgallant is kept shaking most of the
time, as the top square sail must be
completely full in order to make the
sails that are below it.

Shortly after breakfast two whales
showed on the port quarter, quite close,
and I had a good chance to see them distinctly.
They were very large, over 90 feet
long, and were so close, that from the
mainmast head, I could trace their entire
length. What monsters they are, and how
gracefully graceful! It is so natural to fancy
an elephant to be the largest of living crea-
tures, that it is difficult to imagine anything
more huge, yet the largest elephant I ever
saw can no more be compared with the
whales I have seen, than can a baby be
compared with a full-grown man.

About 5 P. M., Mr. Allen came into the
cabin for the captain's glass, as he saw
approaching what was either a wreck or a
dead whale. It proved to be the latter.

Around and astern of it the sea was per-
fectly calm and smooth, although every-
where else the waves were very high.
This was due to the long train of fat oil
that floated from the body, oil having the

property of silting the roughest sea—a lit-
eral exemplification of the admonition to
cast oil upon troubled waters! Upon the
body of the whale, and scampering about,
were hundreds of birds, which, with their
white wings and long legs, looked, at a dis-
tance, like a lot of bare-footed girls, holding
up their skirts, while paddling in the water.

I have been reading the chapter on
whales in Maury's work, and find so much
that is interesting and not generally known,
that I will give a brief of the information
gathered by the Professor from several
whalers who sent him abstracts from their
logs and narrated their personal experiences.

In the first place, then, the animal called
the "Right" whale in the northern hemi-
sphere, is not the same animal which goes
by that name in the southern. The former
rarely exceeds 60 feet in length, while the
average size of a full grown "Right" whale
of the southern ocean is 100 feet.*

"The right whale of Behring's Straits, and
Baffin's bay are the same animals, and if so,
the conclusion is inevitable, that there is, at
times at least, an open water communication
through the Polar regions, from the Atlantic
to the Pacific; for this animal, not being
able to endure the warm water of the equa-
tor, could not pass from one to the other,
unless by way of the Arctic regions. The
tropical waters are, to a right whale, as a
sea of fire, through which he cannot pass,
and into which he never enters.

"It is the custom of sailors to have their
harpoons marked with date and name of the
ship, and Dr. Scoresby, in his work on Arctic
voyages, mentions several instances of
whales that have been taken near the
Behring's Strait side, with harpoons in them,
bearing stamps of ships that were known
to cruise on the Baffin bay side of the
American continent, and the time between
being struck and being captured, often too
short to admit of a passage around either
Cape Horn or the Cape of Good Hope. It
was argued that there must be a northwest
passage through which the whales passed
from one side to the other, as whales cannot
travel under ice for such a great distance, as
it is from one side of the continent to the
other."

A whale weighs about a ton to each running
foot. A boat and crew could be accommodated
within its mouth, yet its throat is not so large
as that of a man. It lives entirely upon suction,
eating a species of jelly-fish, squid, etc. I am now speaking of
the Right whale. The Sperm whale has a
throat spacious enough to admit the body of
a man. A whale does not attain its full
growth until 25 years old, and is said to
reach a very great age. It has no ears, but
under the skin is a small opening to admit
sound. The eye is very small, for the size
of the fish, being no larger than that of an ox.
The fins are right behind the eyes and are
about 9 feet long and 4 to 5 feet broad,
and have bones similar to the human hand
and the same number. Beneath the skin is
a coating of fat from 8 to 20 inches thick
and yielding nearly its own weight of oil.
This is called "blubber." This covering is
given to the whale to enable it to withstand
the intense cold of the Arctic regions, and
to render the body light and buoyant. By
its means the whale is able to leap its entire
length out of the water. These whales
(Right whale) have no teeth, but instead,
several hundreds of plates of whalebone,
which strain the water from the small ani-
mals that form its food. In a large whale
these plates weigh two tons. The head
forms nearly one third of the entire bulk of
the whale, and the lips are about 20 feet
long. From the crown-bone of the head
emerge the immense jaw-bones, 16 feet long,
descending in a curve until they meet in
the form of a crescent. In a large whale
the surface of the tail comprises from 80 to
100 square feet. It is only from 5 to 6
feet in length, but it is from 18 to 26 feet
broad. It is not vertical, as in fish, but
level, and of such prodigious strength, that
by its aid the largest whale can force itself
entirely out of the water. The "blowers"
or nostrils, are from 8 to 12 inches long, but
very narrow. Through these the spray is
sent from 40 to 50 feet in height.

In common with land animals, they have
warm, red blood flowing through the sys-
tem. They have a heart with auricles and
ventricles, through which this fluid is pro-
pelled; they have lungs with all the func-
tions for breathing atmospheric air, and
they can only suspend this function for an
hour or two at a time. Being entire-
ments of the deep, and having organs for pro-
pelling them through it, are the only fish-like
qualities they possess. They seem to be
the link between absolute beasts and their
more near submarine neighbors.

When a whale in a shal is wounded, and
the others surround it, each boat selects one
for itself, and when one is killed, to prevent
loss (for as they are near the specific gravity
of the sea, only a small portion remains
above it), a hole is cut in the body, and a
pole some 15 feet long, bearing a red flag is
struck in it. The boat then goes in search
of other whales, leaving the dead one to
float around until ready to haul it up to the
vessel.

When a whale ship leaves her port, a
man is stationed in the topgallant cross-
tresses of each mast to look out for whales
and the mast heads are kept manned, from
daylight until sunset, during all weather
that permits boats to leave the ship, from
the time of her leaving home until her cargo
is completed, or the voyage terminates.

When the spout of a whale is seen, the
well-known exclamation, "There she blows!"

is repeated as often as the spout appears

in view, and though it should be so far off to
be but barely discernible, yet by its peculiar
formation, as well as by the number of
times and regularity with which it appears,
the experienced eye of a practical whaler
can distinguish at once from what species of
whale the spout proceeds. If it be a sperm
whale, and not too windward, the ship is at
once headed for it, and all sail made in pur-
suit. After some few preliminary observa-
tions, such as noting time by watch, and
with a spy-glass tracing the animal's way
through the sea, its course and rate of going
are ascertained, and it may be calculated
for with tolerable precision. The ship is
usually run within half a mile or so
of the spot where the whale is expected to
appear, when it rises to the surface, and by
having the courses hauled up, and one of
the large topsails hove back, she there re-
mains nearly stationary. The boats are
now sent off and rowed in different direc-
tions, so that if the whale is not going fast,
at least one of the boats is nearly sure of
being near him when he rises, or should he
chance to come up a mile from the boats,
they can generally reach him before he has
his spouting out, as this occupies some 15
minutes, and the boats may be rowed at the
rate of 6 miles an hour, even over a rough
sea. If the whale be slow in his move-
ments the boat's crew have nothing to do
while waiting for it to appear, but to lay
upon their oars, and as the time draws nigh,
eager eyes scan all portions of the sea, to
catch the first glimpse of a rising spout.
If there happens to be much swell from the
depressed condition of the boats, that entirely
obstruct the vision, it is difficult to dis-
cern a spout from boats beyond a limited
distance. In such a case, the main depen-
dence is placed upon the man at the ship's
mastshead, who, as soon as he sees the
whale, runs up a signal, and points out its
direction. This signal creates a scramble
among the boat's crews, as there is, generally,
no small share of rivalry existing among
them, and all strain every nerve with the
view of being the first to approach and have
the honor of first implanting their harpoons
in the whale, but as the boat which is more
favored by chance, or happens to outrun
the others, gets within a few yards of him,
the contested race is given up, and the
sternmost crews cease rowing and silently
await the issue of the first conflict. Some-
times boats approach a whale as their situa-
tions chance to be, by rowing up towards

whales we rank as large, yielding from 50
to 100 barrels, will I know, if undisturbed
spout from 50 to 100 times. As a general
rule they spout from 60 to 70 times, and
yield from 60 to 70 barrels of oil. Large
sperm whales will remain under water in
search of food from one hour to an hour and
a half, and on rising, if undisturbed, will be
quite still, as though breathing was the
ostensible object."

"It is a very prevalent opinion," says
Captain Post, "that whales spout water.
Morse in his geography tells us they spout
it to a great height, and other writers follow
the same error. Whales never spout water,
and their spouts, which are simply dense
respirations, emitted with some force from
the large nostrils, never ascend above 12
feet high, and when the whale is unmolested
seldom to that height or one half of it."

"The sperm whale has but one nos-
tril, on the left side, and close to the end of
the head. It is about 15 inches long, and
when expanded, from 5 to 6 inches wide.
On a clear, cold day, with a moderate
breeze and unruled sea, the spout of a
whale can be seen from the masthead at a
distance of 9 miles, and they appear at in-
tervals almost as exact as can be measured
with a first-class chronometer. When a
whale leaps out of the sea, the spray pro-
duced by its fall can be seen for 15 miles.
It is astonishing to see with what exact-
ness a whale pursues his course. A whale
followed by a ship for a whole day, will not
alter his course a single point of the compass.
So far as our knowledge extends, the
inequalities of the earth's surface beneath
the sea, are similar to those above, and the
conjecture therefore is a reasonable one,
which supposes that the utmost cavities of
the sea do not exceed the loftiest heights
above it. May not then these occupants of
a watery world, like those of earth and air,
guide on their way by visible objects? For
without such guidance, no animal, man
not excepted, can long pursue an unvarying
course."

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